

	A	B	C	D	E	F	G
1	## North America Emission Control Area Fuel Oil Non-Availability Report						
2	## ECA0100						
3	## 1	2	3	4	5	6	7
4	##						
5	##(Include Double Pound for comments, not form fields)						
6	##Report Form ID	Ship Operator Name	Vessel Name	Flag Country	IMO ID Number	Date of ECA First Notice	Location of ECA First Notice
7	ECA0100	TEEKAY SHIPPING	KOA SPIRIT	BS	IMO-9171838	10/18/2013	PASCAGOULA

	H	I	J	K	L
1					
2					
3	8	9	10	11	12
4					
5					
6	Name of Ports after First Notice	Name of Last Port before ECA Entry	Name of Port with Fuel Oil Supply Disruption	Name of Original Fuel Supplier with Disruption	Number of Fuel Suppliers Contacted
7	JOSE;PACAGOULA	JOSE	PASCAGOULA	CHEVRON	3

	M	N	O	P	Q	R
1						
2						
3	13	14	15	16	17	18
4						
5						
6	Date of Entry in the ECA	Time of Entry in the ECA	Sulfur Content of Non-Compliant Fuel Oil	Projected Hours on Main Propulsion	Name of First POC	Compliance Fuel Oil Available at First POC?
7	11/9/2013	4:00	3.5	13	PASCAGOULA	Y

	S	T	U	V	W
1					
2					
3	19	20	21	22	23
4					
5					
6	Plan to Bunker Compliant Fuel Oil at First POC?	Number of fuel suppliers contacted at First POC	Name of Second POC	Compliant Fuel Oil at Second POC?	Plan to Bunker Compliance Fuel Oil at Second POC?
7	Y	1 NA	NA	NA	NA

	X	Y	Z	AA	AB
1					
2					
3	24	25	26	27	28
4					
5					
6	Number of Fuel Suppliers Contacted at the Second POC?	Date of Exit from ECA?	Time of Exit from ECA?	Has this vessel operated in the ECA in previous 12 months?	Number of Separate Visits to the ECA
7	NA	11/17/2013	18:00 Y		17

	AC	AD	AE	AF	AG
1					
2					
3	29	30	31	32	33
4					
5					
6	Number of Ports visited in the ECA	Previously submitted ECA0100 forms?	Number of Submitted Reports	Designated Corporate Official Name	Designated Corporate Official E-mail
7	20 Y		2 Mr Jurgis Erdmanis		jurgis.erdmanis@teekay.com

	AH
1	
2	
3	34
4	
5	
6	Designated Corporate Official Phone Number
7	+44 (0) 207 3891 407

	AI	
1		
2		
3		35
4		
5		
6	Description of Actions to Achieve Compliance	
7	Koa Spirit is engaged in regular trade within ECA zone. Unfortunately there were no available LSFO with our usual suppliers at Pascagoula (Chevron). Due to port regulations we were not able to supply bunkers at anchor while waiting for berthing, as well as alongside using an alternative supplier, since Chevron does not allow other suppliers at their dock. Other suppliers could supply the product at the layby berth, however - it was occupied for the dates supply was required. Offshore suppliers could not supply bunkers for the dates required. As a result vessel will return for discharge at Pascagoula with insufficient LSFO ROB to complete discharge of cargo, after we have exhausted all available sources to supply bunkers. Bunkering will be arranged at Pascagoula around 15th Nov, when berthing scheduled, and supplied concurrently with discharge. We estimate not more than 50 MT of HSFO will be consumed in ECA zone.	